EDITORIAL

Our First

When this paper is placed in your hands, another crew will have made its initial voyage on board the good ship "Ohio State Engineer." We have endeavored to take up the work where the old staff left it and pilot the craft through another stage of its journey to its ultimate goal—an ideal, student-engineering publication. For that, after all, is our aim and has been the aim of each preceding staff. Each has given it a little boost and it is our earnest desire to be able to say when we leavt it that the "Engineer" is just a little better for our having been connected with it. When the paper was launched, five years ago, some predicted that it would be short-lived, but its steady growth in size, its development in the character of its articles, and its advertising expansion have proved its ability to compete with the best in student periodicals.

Much of the credit that comes to the "Engineer" is due those who have made it possible by their articles and contributions. We wish to take this opportunity to thank those who have so kindly cooperated with us and also wish to extend to the members of the staff our appreciation for their earnest efforts and interested collaboration.

The New Stadium

It is only natural that the student body, who helped finance the Stadium project, should evince a wholesome interest in what has been done toward its completion. Work has been going steadily forward since the organization was completed. The office force of designers, architects and detailers have been on the job since December 1st of last year, working out details of construction and making necessary changes in the original plans. Among the more important of these tire structure, thereby reducing the climb to the changes was the lowering the sight-line. This will afford the spectator a better view of the running track as well as lower the height of the enseats. Another important change was the rearranging of the girder supports under the upper deck by which an additional twelve hundred good seats were obtained.

Prof. C. T. Morris, Chief Engineer, has made an extended trip throughout the East, studying, comparing and contrasting the various stadia of eastern schools. This not only gives us the benefit of the most modern and up-to-date methods of stadia construction but also allows us to benefit by the mistakes of others.

Owing to the time of the year, work in the field has gone somewhat slowly. In spite of this, however, much has been done to facilitate construction, once the weather permits. Test holes have been drilled to obtain sub-surface data from which adequate foundations have been designed. The ground has been cleared of trees and stumps. The playing field has been surveyed and a cinder fill started. With this accomplished, the field will have ample time to be rounded into shape while the superstructure is still under the process of construction. It is hard for the average person to see any real progress without visible evidence, but a little investigation will reveal a vast portion of the gigantic task completed in the preparation of the plans and specifications.

The A. A. E. Again

It is indeed lamentable that the student chapter of the American Association of Engineers failed to make good at Ohio State. This is the first national organization of any consequence in which all engineers are eligible to membership. It has shown, by its miraculous growth, just how much an organization of this kind was needed. It has proved, by its accomplishments, just what such an organization can do for the profession in general. It has been the means of bringing engineers of all branches together for their mutual benefit. There have been chapters formed in all the principal cities and clubs formed where the number of engineers is too small to justify a chapter. Just what does an association of this kind mean to you? What will it mean to you five or ten years from now? It will mean just this: After graduation every engineer must deal with engineers of other branches, for the reason that there is no distinct line of demarcation between the different branches of the engineering profession. It will be to our advantage to be able to cooperate with each other after we get out of school. To do this we should be on a more intimate basis here in school and the A. A. E. is the only solution that presents itself.

During the fall of 1919 an effort was made to establish a student chapter here. The national secretary was in Columbus at that time and came up here to personally supervise the organization. It looked very promising the first meeting, when about 200 students met in the Physics Lecture room. Temporary officers were elected and much enthusiasm was displayed. But for some reason it soon died out. This may have been assigned to many reasons, but the outcome was that a good cause was lost. We would like to see another attempt to organize a chapter here and promise our hearty cooperation and loyal support.

The Great Lakes-St. Lawrence Tidewater Project

We were fortunate in obtaining for our readers the article, by H. C. Gardner, on the St. Lawrence project. Many, perhaps, have not heard of this great work, which, if consummated, may parallel the Panama Canal in magnitude and possibly exceed it in commercial importance. Possibly those who have heard of it fail to realize what it will mean to the cities of the Middle West, and especially those situated on the lakes. It will be practically moving those cities to the seaboard. It will mean that Cleveland, Detroit and Chicago will be able to compete more equally with New York as a harbor, with the advantage of being in the heart of the resources, in our favor. New York's superiority lies in her harbor, but with the proposed improvement we will not only have international harbor facilities but will also have the added advantage of having raw materials and foodstuffs at our door. It is a problem in which every engineering student should be interested.